

HONGKONG JOTTINGS.

The new approach of Christmas in Hongkong has been accompanied by two circumstances interesting to the meteorological department as well as to the general public. They are warmer weather and less water. With the thermometer well above 60 and at times even above 70 again it is somewhat surprising to reflect on the recent drop to just above 40 on the Peak in the early mornings. Just now it is unsafe to speculate what the temperature will be from day to day. The water question is a more unpleasant one, and I expect we shall hear a good deal about it in the coming months. To-day sees Victoria once more our common, some unfortunate residents being allowed only from 6 a.m. to 7 a.m. each day to supply themselves for the day. Surely the Water Authority might have shown a little more consideration and arranged for their pitiable lot to reach them an hour later! An era of over-flowing basins, etc., will now set in every morning early. All who have any experience of the Chinese "boy" know that to meet the restrictions imposed by the Water Authority he contrives, in spite of all orders, to turn on a tap in the house over-night, so as to do away with the necessity of rising from his bed before he wants to. The waste of water thus caused must be very great.

Though the days are warm the nights draw in early, and the demand on the very limited resources of the Gas Company consequently becomes all the more insistent. Some two months ago it was explained in the *Daily Press* that the Company were engaged in laying larger mains in the central district and that in a very short time the pressure of gas in the mains on the higher levels would consequently no longer be insufficient. Well, the long-suffering public has waited, and waited in vain. It is not time that the Government had something to say to the Gas Company on the subject. One resident in Conduit Road informs me that on Saturday evening, with three incandescent lights in one room, the combined illuminant was not sufficient to enable him to read. I suppose all residents at that level must suffer alike, for I have noticed that the street lamps along that thoroughfare do not give the glimmer of farthing-rublights. If the Government does not espouse the cause of the private householder, it is surely time that it took strong measures to secure the adequate lighting of the public thoroughfares.

A facetious correspondent writes in this connection: "In these days of the constantly recurring query—'What shall we do with our sons?' a suggestion to the perplexed may prove welcome. Why not bring them up as opiumists? Surely there is or will shortly be ample scope for the exercise of that profession in this Colony, thanks to the Gas Company. It is only too evident that the residents in this particular corner of the Empire will shortly either be disposing themselves behind double-power spectacles, or else Nature—by her method of adapting one's needs to one's surroundings—will step in, and provide the residents on this Isle of Perpetual Gloom with orbs of similar properties to those possessed by the feline tribe."

Here is an impression of Sir Henry Blake as he struck a Colombo paper on his arrival there on the 3rd inst. The feeling was irresistible—say, the conviction came with sledge-hammer force—that the tall, calm, broad-shouldered, stately dignified man who walked along the landing pier, bowing courteously to right and left, was a man of action—a doer and not a talker. There was character imprinted on his face—a calm, emotionless face; a thoughtful, and without, good-looking face; and a pair of dainty eyes. "Essentially a strong man," was the whisper in the crowd, "a man who will think for himself, and not as he thinks best; a man who will hold the scales with unswerving hand; a man who will go straight forward—a bold, solid, safe man." Our late Governor is being given a high standard to live up to in Ceylon. Another paper notes a strong facial resemblance in his to Sir J. West Ridgway, whom he succeeded.

I would suggest to the Managers of the Peak Tramway that a notice might be put up conspicuously in the terminals at St. John's Place stating that tickets can be obtained from the conductor on board the cars only. I make this suggestion in the interests of strangers, who are always in a state of uncertainty as to where to get their tickets, and in some cases, I believe, have missed a car while looking for a booking office. Some consideration is due to the stranger within our gates, who pays cheerfully and helps to swell the very respectable dividend earned by the Company.

The casual pedestrian wending his way along the Peak roads and taking in the charming views which everywhere meet and delight the eye, may perhaps wonder, at this season of the year, whence come the odours that greet his olfactory nerves! The perfume is not of roses, nor of gaultheria, nor of magnolia, but more resembles an escape of gas, a bad drain, or the reek from a dead animal. For your comfort, gentle wayfarer, I may tell you that the scent is from neither of these unpleasant sources. It emanates from a stocky, inoffensive-looking shrub called the *Eurya japonica*, which is now beginning to flower. It bears a multitude of little cup-like flowers, which apparently yield a quantity of honey, for the bees swarm round the shrubs when they bloom. Perhaps my friend the Government Botanist will give us some remarks on this peculiarly offensive tree.

I note that the Hongkong Volunteers are giving a concert at the City Hall on the 10th January. As far as I can gather, the Volunteers will attend the function in uniform.

To-morrow, the Diary tells us, is the fete day of Confucius, born 551 B.C. This is the national celebration to commemorate the sage to whom divine honours are paid by the Chinese Emperor and by every schoolboy in the land twice a year. The other day fell this year on the 17th October last. With regard to the philosopher himself Mr. Iyer Ball tells us in his *Things Chinese* that "from his childhood he showed ritualistic tendencies" (what a shock this must be to the Editor of the *Singapore Free Press*, who, as my readers may know, looks on the abbreviation S. for Saint as diabolical and abominable!) and "delighted to play at the arrangement of sacrificial vessels and at postures of ceremony." He "beat his mind to learn" yet died feeling that he was unappreciated, at the age of 72. Certainly nowadays there is no lack of appreciation in China of the I Ching-king; but the Chinese have hardly followed his precept to "discontinue and banish strange doctrines, in order to exalt the correct doctrine."

BANYAN.

SUPREME COURT.

Saturday, 19th December.

IN ORIGINAL JURISDICTION.

BEFORE HIS HONOUR SIR WILLIAM M. GOODMAN (CHIEF JUSTICE).

TWO CHEUNG SHI E. TO SHING.

Judgment was delivered in the case in which Tsao Cheung Shi, widow, 163, Queen's Road West, suing as executrix of Tsai Hong Po deceased, claimed from Tsai Shing, 22, Peel Street, \$28,000 money received and \$12,000 damages for breach of contract in respect of the building of two steamships. Hon. J. E. Pollock, K.C., (instructed by Mr. F. B. L. Bowley of Messrs. Denny and Bowley, solicitors), appeared for the plaintiff; and Mr. M. W. Slade (instructed by Mr. C. E. H. Beavis, of Messrs. Wilkinson and Gries, solicitors), was for the defendant.

His Lordship in delivering judgment said—This is an action brought by the executrix of the late Tsai Hong Po against a shipbuilder named Tsai Shing, claiming damages for the non-delivery of a small steam vessel one of two which had contracted to deliver to Tsai. The damages claimed amount to \$48,000, namely \$28,000, being the amount paid by Tsai to Tsai Shing between certain dates on account of the vessel, \$12,000, representing the difference between \$28,000 paid and \$40,000 for which, it is alleged, the vessel, if delivered according to contract, could have been sold by Tsai, and \$800, representing certain materials or fittings, not included in the specification paid for by Tsai and used in the steam vessel, the value of which it is alleged that Tsai lost because the vessel was not delivered to him but to someone else. It seems that one, Henry Piry, trading as H. Piry and Company, had acquired certain concessions from the French authorities at Kwong Chow Wan with regard to opium and other commodities, and wished to raise the necessary capital to utilize and develop those concessions, and to procure suitable steam vessels for purposes connected therewith. Accordingly, he associated with himself three Chinese who could provide some, at least, of the money required, namely Chan Tuk Shing, Tsai Leo Ching and Tsai Hong Po, whom I will allude to as Tsai. Their relations were not at first regulated by any partnership agreement, and when Simon David Piry, the brother of Henry Piry, came to Hongkong, from Shanghai, about June, 1901, to look after matters, presumably in the interests of Henry, who was most of the time away managing matters at Kwong Chow Wan, he suggested the necessity of having something in writing to show the relations of the parties to each other in business. Accordingly, three documents were signed by H. Piry and Company—meaning, I presume, H. Piry—and by Chan, Tsai and Tsai (whose executrix is bringing this action). They are dated 16th July, 1901. I quote from the translations. The first begins by reciting as follows: "Now we have invited our companions to establish the Kwong Chow Wan Shipping Company, Limited, and the Kwong Chow Wan Raw and Prepared Opium Company, Limited." Then certain regulations are set out. The first was as follows: "Partners of this Company have not hitherto made any agreement with Piry and Company. Now this agreement is made as real proof. The name of Piry and Company, or Piry, shall be used in doing all business and building steamships." The second reads as follows: "All the above mentioned business carried on by this Company at Canton, Hongkong and Chek Hong shall be handed to Piry and Co. to manage and carry on, on their behalf. The managers of Piry and Company are, Chan Yik Shing and Piry." Various other regulations followed. To read this one would suppose it was contemplated to form two limited companies under the Companies' Ordinances, rather than a partnership, but Mr. Simon Piry deposed that this was not so. The other two agreements are, respectively, the regulation of the Kwong Chow Wan Shipping Company, Limited, (as it is called), and of the Kwong Chow Wan Opium Company, Limited. The first four clauses of the Shipping Company's agreement are as follows:—1. This Company has decided to make an agreement, with regulations, with Piry & Co. 2. This Company shall carry on the shipping and salt-petre and sulphur business in Canton, Hongkong and Kwong Chow Wan. 3. It is proposed that a capital of \$50,000 shall be subscribed for this Company. (Shares are then set out). 4. All the capitals subscribed have been paid up in

full." As regards the Opium Company, the first article stated that—This Company has decided to make an agreement with Piry & Co., with regulations to do the Kwong Chow Wan Raw and Prepared Opium (business) and exporting prepared opium. The second article provided for a capital of \$120,000, of which Piry was to hold \$10,000 and the three Chinese \$110,000 shares between them; and the third article stated that all the capitals subscribed had been paid up in full. Now, these documents are by no means a satisfactory substitute for a proper partnership agreement constituting Henry Piry, Chan, Tsai, and Tsai partners in an ordinary firm, although the relationship between them has been assumed by the defendant all through the case to be that they were, all four, simply members of the firm of Piry & Co. But, assuming, as I will, that some sort of partnership existed, it is clear from the evidence that when those three agreements were signed not only had all the \$50,000 capital of the shipping business been consumed, but that the shipping company or business had already had to borrow some \$20,000 from the \$120,000 capital, or supposed capital, of the Opium Company. It seems clear, therefore, that the Shipping Company was not in a position to pay for extra steamers, unless fresh capital was introduced. This was in or about July, 1901. Now, at that time, the defendant was building two steam vessels which were originally intended to be used in connection with the carrying of opium and freight, and in the care-less, unbusinesslike way in which matters seem to have been conducted, no proper written contract for such building had been made. It did not appear at what dates payments on account of such building were to be made to the builder. It, however, appears that the two ships were ordered verbally on 14th February, 1901, and 7th April, 1901, respectively, and that the first was to cost \$48,000, and the other \$30,000, and that there were written Chinese tenders and specifications, and that the defendant in those tenders agreed to complete the first steamer within nine months from 1st February, 1901, and the second, within eight months from 7th April, 1901. The ships both were to be completed in 1901. The shipbuilder had, by about August, 1901, received some \$49,000 on account, principally from Chan, but could not complete without further payments, and H. Piry and Co. had no funds available. Henry Piry was away down south. He left by the beginning of August, 1901, and was away over two years. Tsai and Chan would not find further capital for these two ships and, eventually, Tsai agreed to do so, but, to protect himself, wanted them handed over to him by the builder when finished. This being the state of things, the defendant, in my opinion, not caring who got the ships so long as he was paid for them, went to Mr. Denny's office on October 7, 1901, and, according to the evidence of Mr. Denny's interpreter, Yan Kwan Un, asked Mr. Denny to have the written contract with regard to the building of the two steamers made out in Tsai's name. Next day, the defendant went again to Mr. Denny's office with Tsai and Chan and they arranged to have the agreement made in Tsai's name and not in Piry's. The original tenders with the specifications were addressed and headed "To Tsai Chan Yik Shing." Accordingly, on October 9, a formal agreement was drawn out putting Tsai in Chan's shoes, as it were, reciting the previous payments of \$49,000 and stipulating quite simply and clearly that Tsai Shing (the defendant) would complete the two ships and hand them over to Tsai, and that Tsai would pay the balance of \$29,000 to the defendant in due course. This agreement was interpreted to the defendant and the interpreter deposed that they all appeared to understand it, and the defendant acknowledged in writing, at the end of the agreement, witnessed by Mr. Denny, the receipt of \$15,000 on account of the \$29,000. I find, as a fact, that the defendant understood the agreement and its contents perfectly well when he and Tsai and Chan signed it. Mr. Simon Piry knew of the agreement very soon afterwards and, although holding a power of attorney from his brother, Henry, he says he did not like it, yet he made no formal objection to it. On May 14, 1902, the defendant signed a receipt for \$12,000 more from Tsai, making, with the previous \$15,000, altogether \$27,000 received on account of the final \$29,000 from Tsai. The receipt was witnessed by Mr. Denny and a memorandum in his writing was added and signed by Tsai and the defendant as follows:—"It is hereby agreed between the parties hereto that the second steamer referred to in the above mentioned agreement shall be completed and ready for her trial trip within three months from this date, and that \$2,000, the balance of the above mentioned sum of \$29,000, shall be paid by Tsai to Tsai Shing upon the said second steamer satisfactorily completing her trial trip and that all the goods, purchased by the said Tsai Shing to be used on board the steamer already delivered to the said Tsai under the above agreement, and the extra work done to the said completed steamer under the said agreement, have been paid for by the said Tsai prior to this date—May 14, 1902." The agreement was made at the office of a thoroughly respectable solicitor, and I do not believe that the defendant was in any way misled. This agreement or memorandum extended the original time for completing the second steamer ready for her trial trip to August 14, 1902. The first steamer was only delivered. All the defendant had to do was to comply with the terms of this contract. Tsai did on August 29, 1902, and on November 22, 1902, probate of his will was granted to the plaintiff. She, through her solicitors, wrote in due course requiring the defendant to carry out his contract and, on January 19, 1903, gave notice that unless the steamer was ready for delivery, after satisfactory trials,

within one calendar month, from that date, the plaintiff would treat the contract as broken by the defendant and would sue for damages. Instead of carrying out his contract, the defendant, who had other claims for other matters against Piry and Co., after trying to get these claims settled by Tsai's executrix and others, finally handed over the steamer to Simon Piry, about the end of January, 1903, who sold it to Edwards and others for \$23,000. Edwards was interested in a company of which Simon Piry was manager. Simon Piry deposed that out of the \$23,000 he paid to the defendant \$10,000, money he all-gave to have been due to the defendant from Piry and Co., and that he "remitted \$12,000 for a payment in connection with the Opium Firm, and that he sent most of the balance of \$11,000 to his brother, Henry Piry, who had been engaged in litigation with Tsai and others at Kwong Chow Wan. In doing this he, in no way, consulted with Tsai or Chan or Tsai. He was rather furnishing his brother with money to fight them. He may have been acting in his brother's interest, but he was clearly not acting for either Tsai, Chan, or Tsai. Indeed, whatever partnership or association had existed between those persons and Henry Piry had been dissolved and a liquidation ordered by a Free Court in August 1902, and the property at Kwong Chow Wan and Canton had been seized and an advertisement inserted in the *Daily Press* by the French Consul at Canton, dated September 25, 1902, announcing that liquidation had been ordered. It is clear, therefore, that the defendant broke his contract and that Tsai or his estate lost thereby the \$27,000 he paid under the agreement of October 9, 1901, and the \$300 he had expended on certain iron work used in the vessel. As regards the item of profit he would have made by selling the vessel at a higher price, it was stated by Tai Chip Sui that he got an offer on behalf of Tsai about the end of June or early in July, 1902, from a man named Lam, a Fokienese, to buy this second ship when completed for \$40,000, if it was finished within two months from that time. But in view of the later letters requiring the ship to be finished ready for delivery within one month from January 19th, 1903, and, looking at the whole circumstances of the case, I do not feel I ought to give damages under this head. The plaintiff was entitled to delivery of a ship costing and worth at least \$30,000, on payment of \$29,000, after satisfactory trial trip. The defendant to say his own purposes and to enforce payment of other claims broke his contract and handed that ship over to Simon Piry or Edwards, whereupon it was promptly taken out of the jurisdiction of this Court. The plaintiff also lost the \$300 he paid for iron work to be used on the ship and which was used for that purpose. In the result I give judgment for the plaintiff for \$28,000 with costs.

The Court then adjourned sine die.

SHIPPING NOTES.

WEATHER: OUTSIDE.

Fresh monsoon is reported between the Yangtze and Loo-choo; thence to Hongkong, light winds and clear. Arrivals from Japan report strong north-west wind. Strong N. E. wind and rough squalls between Hongkong and Manila. Vessels from Singapore report strong monsoon and heavy sea from Lat. 16.

OVERSEAS.

By latest advice from home we learn that the sailing-ship *Efessire*, which left Manila for New Caledonia on August 24th, after 162 days out has not arrived to her destination. Reinsurance stands, or stood when the advices were posted, at 45 guineas.

NEW WHARF AT KOWLOON.

A coal-bunker is about to be erected in front of Kowloon Marine L.N. 35 (late the Coal Barge Works). While the work is in progress, all vessels should give the spot a wide berth, as rubble will be dumped in the Harbour to form a foundation for the wharf, forming an obstruction in the vicinity.

LESS POWERFUL BATTLESHIPS.

A radical change has just been made by the Admiralty in the programme of construction for the present year. The three new battleships, for which money has been voted by Parliament, are to be of the *King Edward* type, and not, as was originally intended, of a larger and more powerful pattern. The following comparison will show the difference of the two types:—*King Edward* 13,500 tons; 18½ knots; armed with four 12in., four 9in., and two 6in. guns. New battleship, as originally proposed: 18,000 tons; 19 knots; armed with four 12in., eight 9in., and two 6in. guns. Thus the new ships will carry four fewer 9.2in. guns and steam half a knot less than was originally intended. The change may have been due to the fact that the new ships are to be built which are weaker than the new Russian battleships. There are to be of 16,500 tons, steaming nine knots, and a 12in. gun with four 12in. and twelve 6in. guns. The names of the new British ships will be the *Africa*, *Albatross*, and *Britannia*. They will be built at the three docks, and not, as was intended, by contract.

SEVEN SHIPS ASHORE.

A terrible gale in the middle of last month is reported from S. Africa. The Norwegian barques *Edo*, *Wagfær*, and *Tro Broders* went ashore at Port Elizabeth, but no lives were lost. The Italian barque *San Antonio* and the British barque *Arrandmore* and *Cou ty* of Pembroke have also been wrecked, and a sailor belonging to the last-mentioned was drowned. At Island Bay the Norwegian barque *King Caric* was driven ashore.

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Owing to the Great Increase in the Furniture Business of Messrs. ACHEE & CO., we are requested by them to Remove Management of the Photographic Business hitherto carried on in their name on our behalf. From this date we will continue the Photographic business at the same place under the name of

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Hongkong, 21st December, 1903.

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LATEST STEAMER MOVEMENTS.

The O. & O. steamer *Gaelic* sailed from Nagasaki direct to Manila on the 19th inst., at 7 a.m. She is due at Manila at 3 p.m. Wednesday, and at Hongkong sometime on Monday, probably, depending on promptness of unloading at Manila.

The Imperial German mail steamer *König Albert* left Shanghai on the 19th inst., at 11 a.m., and may be expected here to-day, at 5 p.m.

The Imperial German mail steamer *Bayer* left Singapore on the 18th inst., at 6 p.m., and may be expected here on the 23rd inst., at 5 p.m.

The U.C. steamer *Lothian* sailed from Portland on December 18th for Manila and Hongkong.

The U.C. steamer *Chingwa* arrived at Manila on the 11th inst., and sailed for San Francisco on the 13th inst., and was due to arrive there on the 20th inst.

SHARE REPORT.

Messrs. Erich George & Co. say in their weekly share list, dated Hongkong, 19th December:—

A moderate business in a variety of stocks has been done during the week under review, and we have to cite a number of advances in prices of Wharves, Hongkong Land, and Longlands, while others are unchanged but little in value; the market does rather firm for a good many stocks. The sterling demand rate on London is 1s. 14d., while the rates on Shanghai are unchanged.

BANK SHARES.—Hongkong and Shanghai sold to a smaller extent at \$75, closing quiet with a few shares offering at \$67½; the London rate is 264 3/4. National Bank unchanged.

MARINE INSURANCE SHARE.—Unions can be had at \$49. A few China Traders sold at \$7, but more shares are on offer. North China sold locally at \$21½, while in the north China sold at \$21. 20 Yangtze are quiet at \$135. Cantoners sold at \$75.

FIRE INSURANCE SHARES.—A few Hongkong have not been mentioned this week, and the nominal quotation is \$110. Chinas have been done at rates ranging between \$87½, and close with buyers at \$88.

SHIPPING SHARES.—Hongkong, Canton and Macao Steamers have changed hands at \$22½ to \$23½, and at latter figure a few shares can be got. Ind. Chinas sold to the north at \$70, where the market had advanced to \$11. 58, but our last quotation by wire is only \$54, and here the market is quieter again at 78. China and Manias are weak at \$18. A few Longlands sold at \$30, at which rate more shares are obtainable. Star Lines sold at \$9. 91 to \$93 for old, closing with a few sellers at latter rate, and new shares fetched \$19 to \$19½, closing with buyers at \$9. Shell Transporters have been fixed at 22½ to 21s. and more shares are on offer.

REFINERIES.—China Sugars sold at \$104, \$103, \$104, and \$104½, and close somewhat strong or at \$105. Lagers unchanged.

MINING SHARES.—Without any transactions and without change. A telegram from the mines gives the last Rand crushing as resulting in a yield of 700 ounces of smelted gold from 2,800 tons of ore crushed.

DUCKS, WHARVES, AND GODOWNS.—Hongkong and Whampoa Dock Company shares have changed ownership at \$94, at which rate more shares are on the market. Hongkong and Kowloon Wharf and Godown Company shares have improved steadily, and at time of writing were at \$88. A number of Ducks have been sold at \$88. Parfums improved in value to \$130, but our latest wire only quotes \$125 buyers. Shanghai and Hongkong Wharves have taken a sudden jump, and are quoted in the north at \$120 buyers.

LANDS, HOTELS, AND BUILDINGS.—Hongkong Land Investment and Agency Company shares have improved steadily, and after sales at \$152 to \$157½, are placeable now at latter rate. Kowloon Lands are enquired after at \$38, while West Point has been sold at \$148/14½, and London Hotel shares at \$148. Humphreys have been done and are wanted at \$11.

CUT ON MILLS.—Hongkong Cottons are wanted at \$14½. For Shanghai Mills we follow the latest quotations from the north, which are as follows: Ewes \$15. 37 sellers, Internationals \$15. 25 buyers, Leon Kung Mow \$15. 40 buyers, and Sooyehes \$15. 170 sales.

MISCELLANEOUS.—Green Islands sold at \$4½, \$4½, and \$5, and have buyers at \$24½. China Bonds are in demand at \$9. A. S. Watson have been done, and are wanted at \$14½. Old Electric have buyers at \$24½; new shares sold at \$22 and \$21, and are steady at latter figure. Ropes can be placed at \$145, and Fenwickers in some request at \$48. Icos are on offer at \$245. Tramways are steady at \$320. Hongkong Steam Water-Boats are wanted at \$15½; but a slightly higher price might be obtainable with shares in hand. Dairy Farms continue to command a \$12½, but fresh premiums are offering at \$9½. Watkins sold and have a new offering at \$9½. 20s. are wanted at \$9, buyers at \$7½.

Longlands have improved in the north to sales at \$15. 315 to the interim dividend of \$1. 75 per share paid on 15th inst. The statutory meeting of the Canton-Hongkong Ice and Cold Storage Company, Limited, will be held on 7th proximo.

TRADE



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Hongkong, 6th November, 1903.

[2841]

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Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

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NEW ADVERTISEMENTS

SITUATION WANTED.

COMPETENT Young South German with FIRST-CLASS REFERENCES, who has been 7 years in the trade, seeks situation in a leading house of the raw skin and leather trade. Thorough knowledge of raw materials and manufacturing. English, French and Italian. Reply—

O. W. 208,
Care of Hasenstein and Vogler, A.G.
Buckang (Wartburg), Germany.
Hongkong, 21st December, 1903. [3504]

NOTICE.

THE SALE OF JEWELLERY and ENGRAVINGS will be resumed TO-DAY (MONDAY), the 21st inst., at 2.30 P.M. Terms—As usual.

HUGHES & HOUGH,
Auctioneers.

Hongkong, 21st December, 1903. [3505]

OXFORD AND CAMBRIDGE DINNER.

THE ANNUAL OXFORD AND CAMBRIDGE DINNER will be held on WEDNESDAY, the 27th JANUARY 1904, at 8 P.M., in the Hongkong Hotel. All Oxford and Cambridge men intending to be present, and who have received no previous notice, are requested to send in their names to one of the Secretaries—

C. D. YELBOURNE,
Rev. F. ICELY, R.N., Joint Secretaries
H.M.S. Tamar.
Hongkong, 21st December, 1903. [3506]

THE EASTERN EXTENSION AUSTRIA-ASIA AND CHINA TELEGRAPH COMPANY, LIMITED.

REFERRING to the notice of the 28th September last, the senders of telegrams are hereby advised that, from the 1st of JANUARY next, the charges for telegrams will, subject to revision after three months, be collected at the rate of FORTY-FOUR CENTS to equal One Franc.

J. M. BECK,
Superintendent.
Hongkong, 21st December, 1903. [3507]

GOVERNMENT NOTIFICATION.

INFORMATION has been received from the NAVAL AUTHORITIES that the running of torpedoes at the Torpedo Sub-Depot at Kowloon will commence on TUESDAY, the 23rd DECEMBER, 1903, from 7.30 A.M. to Noon, and will be continued daily from 1.30 P.M. to 4.30 P.M. until further notice.

By Command, A. M. THOMSON,
Acting Colonial Secretary.

Colonial Secretary's Office,
Hongkong, 19th December, 1903. [3508]

THE GREAT NORTHERN TELEGRAPH COMPANY, LIMITED.

HONGKONG STATION.

REFERRING to the notice of 20th December, 1902, and subsequent notices, senders of telegrams are hereby advised that from 1st JANUARY, 1904, the currency equivalent of the Franc will, subject to revision after three months, be fixed at \$0.44, at which rate the charge for all telegrams will be collected from the said date.

The following rates will, consequently, come into force—

To Europe	...	\$2.45
To North America, via Europe	...	3.95
To California, Washington State, Pennsylvania, New York State, New Jersey, New England, etc.	...	3.75
To Illinois	...	3.80
To New York City, Ontario, Quebec, Massachusetts, etc.	...	3.65
To Russia in Europe	...	1.35
To Russia in Asia, 1st Region	...	1.10
To Russia in Asia, 2nd Region	...	1.00
To Japan	...	1.40
To Amoy	...	0.25
To Shanghai	...	0.45

Now complete List will be distributed as soon as it is ready. In the meantime any further information may be obtained by applying to the Company's Office.

OLAF NIELSEN,
Superintendent.

Hongkong, 21st December, 1903. [3509]

IMPERIAL GERMAN MAIL LINE.
NORDEUTSCHER LOYD.

HAMBURG-AMERIKA LINIE.

FOR SHANGHAI, NAGASAKI, HIogo AND YOKOHAMA.

THE Imperial German Mail Steamship

"BAYERN"

of the NORDEUTSCHER LOYD,

Captain H. Formes, due here with the outward German Mail about WEDNESDAY, P.M., will leave for the above places about 12/24 hours after arrival.

NORDEUTSCHER LOYD.

For further particulars apply to

MELCHERS & CO., Agents.

Hongkong, 21st December, 1903. [5]

TO LET.

"STONEHAVEN" ROBINSON ROAD.

BURGLOW and GARDEN from 1st January, 1904.

No. 33, CONDUIT ROAD, Six rooms.

Tennis Court.

HOUSE in CAINE ROAD in FLATS.

No. 8, ROBINSON ROAD.

And others to suit various requirements.

S. A. SETH,
Land and Estate Broker.

Hongkong, 21st December, 1903. [3596]

FOR SALE, VERY CHEAP.

"STONYHURST" MAGAZINE GAP.

Area about 30,000 Square feet.

Apply to—

AHMET RUMJAHN,
62, Queen's Road.

Hongkong, 8th December, 1903. [3591]

ENTERTAINMENT

THEATRE ROYAL.

Commencing

WEDNESDAY NIGHT, DECEMBER 23.

HILL'S WORLD'S ENTERTAINERS

Will play a short season, presenting for the first time in Hongkong a thoroughly High-class performance, introducing Star Acts from the principal cities in the world.

THE BEST COMPANY AND THE STRONGEST COMBINATION OF TALENT EVER SEEN IN THE EAST is the unanimous opinion of the Press. The following are among the members of the company:

HILL AND SYLVIAN,

IN POSITIVELY THE GREATEST CYCLE AND UNICYCLE ACT IN THE WORLD.

A Continental Star Performance from the EMPIRE, LONDON, the POLIES BERGERS, PARIS, WINTERGARTEN, BERLIN, and KEITH'S and ORPHEUM CIRCUITS, AMERICA.

KELLY and AGNAS,

Comedy Sketch Artists, introducing Eccentric Dances, Acrobatic Comedies and Miraculous Feats.

MISS LESLIE NORMAN,

New Zealand's Greatest Operatic Mezzo-Soprano.

LAZERN THE MYSTIC,

From the Crystal Palace, London, presenting a novel and up-to-date exhibition of legions.

LEONARD NELSON,

Just a Plain Comedian.

FUN IN SHADOWLAND.

A New and Novel Act by the Entire Strength of the Company.

SPECIAL HOLIDAY MATINEE,

SATURDAY, 26th DECEMBER.

FREQUENT CHANGES OF ALL ACTS.

Plan of reserved seats now open at Robinson's.

Prices—\$2, \$3 and \$1.

Hongkong, 18th December, 1903. [3499]

VICTORIA LODGE No. 1026, E.C.

A REGULAR MEETING of the FREEMASONS' HALL, 22nd Street, TO-MORROW (TUESDAY), the 22nd inst., at 5.00 for 5.30 P.M. precisely. Visiting Brothers are cordially invited to attend.

Hongkong, 18th December, 1903. [3493]

Views of HONGKONG

ILLUSTRATED POST CARDS

Coloured, White-Away Cards, &c.

For Sale at GRACA & CO.'s Stall at HONGKONG HOTEL CORRIDOR.

Also

Used and Unused Foreign and Colonial POSTAGE STAMPS

in Sets, Packets or Single. King Edward VII Albums, Catalogues, Hinges, &c., &c.

Inspection invited.

Hongkong, 14th Jan., 1904. [3497]

AMOI ENGINEERING CO. LD., AMOI

CALL FLAG E.

REPAIR WORK to Steamers and Boats.

Launched. Castings in Brass and Iron. Moderate charges. Work solicited.

J. D. EDWARDS,
Manager.

Amoy, 3rd December, 1903. [3387]

COLD STORAGE.

THE HONGKONG ICE COMPANY, LD.,

have now 40,000 Cubic feet of Cold Storage available at East Point. Stores will be open at 10 A.M. and 4 P.M. daily. Sundays excepted to receive and deliver perishable goods.

WM. PALMIST, Manager.

Hongkong, 18th November, 1901. [65]

AUCTIONS.

THE undersigned have received instructions to Sell by Public Auction

(FOR ACCOUNT OF THE CONCERNED),

TO-MORROW (TUESDAY),

the 22nd DECEMBER, 1903, at NOON, opposite

Ah King's Shipway, Wanchai,

The Steam Launch

"LINDA,"

Built of Teakwood,

Length, 29 feet,

Breadth, 6 feet,

Engines, 31 inches by 7 inches.

Boiler, 3 feet by 3 feet 2 inches.

With a 6 foot Cabin and Keel Condenser;

Also

One 4-ORED BOAT.

TERMS—As usual.

HUGHES & HOUGH,
Auctioneers.

Hongkong, 21st December, 1903. [3498]

TOYS.

FOR SALE, by PUBLIC AUCTION, by the undersigned, at his SALES ROOMS, Queen's Road,

TO-MORROW (TUESDAY),

the 22nd DECEMBER, 1903, at 2.30 P.M.,

A Great Variety of TOYS, MECHANICALS,

ANIMALS, GAMES, &c., &c.

TERMS OF SALE—As Customary.

V. I. REMEDIOS,
Auctioneer.

Hongkong, 19th December, 1903. [3500]

PUBLIC AUCTION.

THE undersigned have received instructions to Sell by Public Auction

(FOR ACCOUNT OF THE CONCERNED),

on

WEDNESDAY,

the 23rd DECEMBER, 1903, at 11 A.M., at their

SALES ROOMS, No. 8, Des Voeux Road

(Corner of 1st House Street),

The Steam-launch

"ON HING,"

now lying at YAU MAI (opposite Messrs. Mitsui

Bussan Kaisha's Coal Godowns),

Length, ... 105 feet.

Breadth, ... 18 feet.

Engines, ... 12 feet by 24 feet.

Boiler, ... 84 feet by 9 feet.

The planks on deck have been taken off and are stored on board. She has 3 anchors and chains and everything in the engine room is complete.

Inspection orders can be obtained at the Office of the undersigned.

TERMS—As usual.

HUGHES & HOUGH,
Auctioneers.

Hongkong, 17th December, 1903. [3478]

TIMATIONS

WANTED.

A PORTUGUESE CLERK for Canton. Must have Good Handwriting and be Reliable in his work. Apply to—

H. C. 55,
Care of Daily Press Office.

Hongkong, 18th December, 1903. [3485]

WANTED.

A TYPEWRITER, who understands Short-hand. Apply to—

X. Y. Z.,
Care of Daily Press Office.

Hongkong, 15th December, 1903. [3486]

WANTED.

A GOOD CHINESE CLERK, Capable of translating English into Chinese and Vice Versa. Has some training in an Insurance Office, and upward of 30 years sold preferred. Apply by letter with copies of testimonials to—

F. O.,
Care of Chung Ngai San Po Office.

Hongkong, 18th December, 1903. [3489]

WANTED.

NEWSPAPER PROPRIETORS and PUBLISHERS.—Situation Wanted any part of China or Japan by Young Man, 26, unmarried. Served with the Australian Naval Contingent in North China. Full knowledge of jobbing and machinery; capable of taking charge. Twelve years' experience newspaper mechanical work. Reliable, trustworthy; efficiency guaranteed. Open for two months after the publication of this advertisement. State terms to—J. F. ANDREW, Park Street, Stanleyville, Melbourne, Victoria, Australia. Fongkong, 16th December, 1903. [3473]

NOTICE.

A N ENERGETIC COMMERCIAL with plenty of ability and go and a few thousand dollars would like to hear of something where the above would be useful. Partnership in existing business or would join another in commencing one. Good Hotel Manager.

Apply—

"BONANZA,"
Care of Daily Press Office.

Hongkong, 17th December, 1903. [3474]

MUSIC.

RAPID Tuition given on the BANJO, MANDOLIN, SPANISH GUITAR, VIOLIN, &c. Terms moderate.

L. A. DE GRACA,
38, Des Voeux Road.

Care of Daily Press Office.

Hongkong, 11th August, 1903. [2252]

DANCING.

MRS. DONALDSON (Daughter of Professor F. F. WALLACE, of Rosemount Dancing Academy, Glasgow) has pleasure in advertising a SECOND BEGINNERS' CLASS to open in the CITY HALL shortly.

Practice twice weekly... Fee \$10 a month.

Pupils will please enroll at the Robinson

Piano Co., Ltd.

Hongkong, 3rd November, 1903. [3313]

CHRISTMAS HOLIDAY EXCURSIONS TO MACAO.

THE favourite passenger steamer

"WING CHAI"

Will run special trips to Macao on the 26th, 27th, and 28th DECEMBER, leaving her Wharf in Hongkong at 9.30 A.M. each day, and Macao at 7.30 P.M., arriving Hongkong about 11 P.M.

Return ticket, available for 3 days, \$3.00.

The steamer will also run on Christmas Day, leaving Hongkong at 8.30 A.M., and Macao at 2 P.M.

MING ON & CO.,
Hongkong, 17th December, 1903. [3475]

CHRISTMAS 1903.

THE undersigned is now prepared to supply CHRISTMAS CAKES of the best quality, weighing from 1 lb. to 15 lbs., and also MINCE PIES, ASSORTED CAKES, &c., &c.

DORABEE & SON,
Hongkong Bakery,

41, Des Voeux Road.

Hongkong, 14th December, 1903. [3444]

CAMPBELL, MOORE & CO., LIMITED.

HONGKONG HOTEL BUILDING.

XMAS 1903.

Just Received:

A GREAT VARIETY OF TOYS

AND

FANCY GOODS.

An Unique Assortment of

CALEY'S XMAS CRACKERS.

TUCK'S XMAS, NEW YEAR, AND BIRTHDAY CARDS.

Various Artistic Designs.

Prices to suit all. Inspection invited.

Hongkong, 24th November, 1903. [3246]

THE AMERICAN SYSTEM OF DENTISTRY.

Dr. M. H. CHAUN,

27, Des Voeux Road Central Hongkong

From the University of Pennsylvania, U.S.A.

Hongkong, 10th March, 1903. [2490]

RUINART PERE & FILS, REIMS.

Established 1719.

CHAMPAGNE GROWERS AND SHIPPERS.

Ship out the Finest Quality.

Extra Dry (Green Seal).

LAURE WEAVER & CO.,
Sole Agents.

Hongkong, 18th May, 1903.

PUBLIC COMPANIES

A. S. WATSON & CO., LIMITED.

NOTICE TO SHAREHOLDERS.

A N INTERIM DIVIDEND on account

of the year 1903 at the rate of Fifty

Cents per Share (or Five Per Cent on the

Capital of the Company) will be payable at the

HONGKONG AND SHANGHAI BANK, Hongkong,

on and after MONDAY, the 30th instant, on

Warrants to be obtained from the undersigned.

Local Shareholders are requested to apply at

the Company's Office for their Warrants.

THE ROBINSON PIANO COMPANY, LIMITED

NOTE.

ENTIRELY
NEW STOCK
ARRIVING.

SPECIALLY AND MOST CAREFULLY
CHOSEN BY OUR

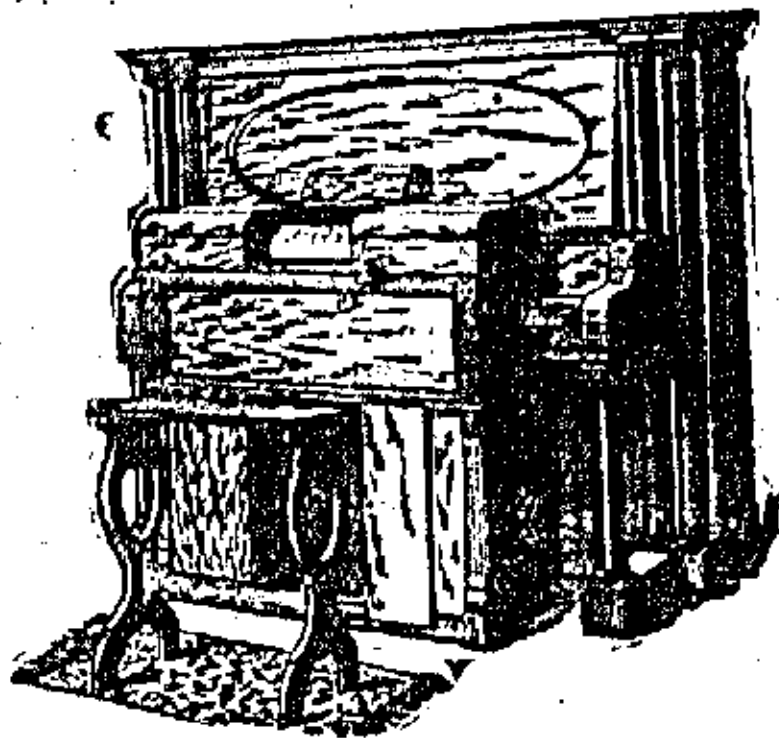
MR. ROBINSON,

NOW IN EUROPE.

GREAT
REDUCTIONS

in our present stock of Pianos and Musical
Goods.

Our NEW MUSIC STOCK has arrived.



THE APOLLO MASTER PIANO PLAYER

THE BEST OF ALL

THREE STYLES:
PRICE FROM \$450 UP.

PATTI ENDORSES THE APOLLO.

Adeline Patti (Baroness Cederstrom) has given another great testimonial to the Apollo Piano-player. She was so delighted with the instrument that was purchased by her last year that this second testimonial is even stronger than the first one that she gave.

Mme. Patti says that "the Apollo never has given her the slightest trouble and that the new concert grand is one of the most wonderful and perfect piano-players that she has ever seen."

Hongkong, 15th October, 1903. [3335]

HONGKONG BUSINESS DIRECTORY.

BOOKBINDING

"DAILY PRESS" OFFICE.
The only office in China having European
taught workmen. Equal to Home Work

FURNITURE WAREHOUSEMEN

ACHEE & CO., Established 1859.
Furniture Dealers, Silver-plated, China,
Glass and Iron Ware.
17A, Queen's Road Central.

CHEONG LEE & CO., Furniture Store
Established over 20 years. Importers and
Exporters, Teakwood Furniture, Black-
wood, Jewellery, &c., highest grade
best and cheapest. 8, Queen's Road
Central.

JEWELLERS

MAISON LEVY HERMANOS
Diamond Merchants and Watchmakers, 40
Watson's Building, Queen's Road. Also
at Shanghai, Manila, Paris and Tokio

PHOTOGRAPHY

M. MUMEYA, JAPANESE ARTIST.
Bromide and Crayon Enlargements and
also colouring Photos and relief Photos.
Views of China and Manila. Work
done for Amateurs; No. 3A, Queen's
Road Central.

PRINTING

"DAILY PRESS" OFFICE.
Proofs read by Englishman.

STOREKEEPERS

E. BLACKHEAD & CO.,
Navy Contractors, Sailmakers, Provision
and Coal Merchants, Sole Agents for
Hartmann Rahtjen's Genuine Com-
position Red Hand Brand.

BISMARCK & CO.,
Navy Contractors, Ship Chandlers,
Provision and Coal Merchants, Sail-
makers, &c. Fresh Water supplied to
Vessels in the Harbour

KWONG SANG & CO.,
Shipchandlers, Sailmakers, Provisioners,
Coal Merchants, Hardware, Engineers,
Tools, Brass and Iron Merchants,
144, Des Voeux Road.

WATCHMAKERS

DROZ & CO.,
14, Queen's Road Central. Repairs of
Watches and Clocks by competent
European experts, at moderate rates

YING KEE,

REFRESHMENT CONTRACTOR AND
CATERER.
Ball Suppers, Dance Suppers, Picnics, Lau-
cheons, and At Homes Catered for.
Cutlery, Crockery, and Table Linen on hire.
For Terms, apply to—YING KEE,
(First Floor) 50, Des Voeux Road Central.
Hongkong, 12th December, 1903. [3402]

INSURANCES

PHENIX FIRE OFFICE.

The Undersigned are now prepared to
GRANT POLICIES of INSURANCE
against FIRE at Current Rates.
DOUGLAS LAPRAKE & CO.,
Agents for the Phoenix Fire Office.
Hongkong, 17th August, 1887. [28]

THE STATE FIRE INSURANCE
COMPANY, LIMITED, OF
LIVERPOOL.

THE Undersigned AGENTS of the above
Company are prepared to ACCEPT
RISKS against FIRE at Current Rates.
W. G. HUMPHREYS & CO.,
Hongkong, 3rd August, 1903. [2185]

NORTHERN ASSURANCE CO.

THE Undersigned are prepared to accept
First Class Foreign and Chinese RISKS
against FIRE at Current Rates.
Also to accept proposals for LIFE ASSUR-
ANCE. Prospectuses on application.
TUNNER & CO.,
Agents.
Hongkong, 23rd September, 1903. [3273]

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

THE Undersigned AGENTS for the above
Company are prepared to ACCEPT RISKS
against FIRE at Current Rates.
SHEWAN, TOMES & CO.,
Agents.
Hongkong, 19th June, 1903. [1888]

THE BOMBAY FIRE AND MARINE INSURANCE COMPANY, LIMITED.

THE Undersigned, having been appointed
AGENTS for the above Company, are
prepared to ACCEPT RISKS at Current Rates.
HOLLAND-CHINA TRADING CO.,
Hongkong, 26th November, 1903. [2169]

AACHEN AND MUNICH FIRE INSURANCE CO.

THE Undersigned, having been appointed
AGENTS for the above Company, are
prepared to ACCEPT RISKS against FIRE
at Current Rates.
REUTEL, BROCKELMANN & CO.,
Agents.
Hongkong, 21st April, 1897. [1113]

THE WESTERN ASSURANCE COMPANY OF TORONTO, CANADA.

INCORPORATED 1851.
Cash Security\$250,719
Total Losses Paid\$2,769,240

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

WM. MEYERINK & CO.,
Hongkong, 18th May, 1903. [1494]

DAVID CORSAIR & SON'S

MERCHANT NAVY
NAVY BOILED
LONG FLAX
RELIANCE CROWN
TARPAULING
ARNHOLD, KARBURG & CO.,
Sole Agents.
[2486]

CARTRIDGES.

IMPORTED EVERY MONTH, THERE-
FORE ALWAYS FRESH.

ELEY'S, SCHULTZ'S, AMBERITE

and KYNOK'S SPORTING
CARTRIDGES 8, 10, 12, 16, and 20 BORE,
and NEWCASTLE GUILLED SHOT in
all Sizes, Nos. 10 to 88SG. AIR GUNS and
AMMUNITION in Variety.
WM. SCHMIDT & CO.,
Hongkong, 28th November, 1902. [11]

CHEONG SHING

GENERAL EXPORTERS.
DEALERS IN
JEWELLERY, DIAMONDS, PEARLS,
PRECIOUS STONES, SILKS, IVORY
WARES, EMBROIDERIES and
PONGEE SILK.
Wholesale and Retail. Prices very moderate.
No. 39, QUEEN'S ROAD CENTRAL
(Opposite Messrs. C. J. GAUPP & CO.).
Hongkong, 16th May, 1903. [3170]

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

HOMEWARD PASSENGER SEASON.
On and after the 1st January, 1904, commu-
nating with ss. "COROMANDEL" from
Shanghai on 12th January, and Hongkong on
16th January, the Passage Rates will be by
Mail steamer:
First Saloon Second Saloon
To London £65 £44
To Marseilles £61 £42
To Brindisi £61 £42
Return tickets are issued at a fare and a half
available for 2 years.
The proposed sailings are—
Departure from Hongkong Connecting at Colombo
S.S. Coromandel January 18th S.S. Himalaya
S.S. Bengal January 30th S.S. India
S.S. Malta February 13th S.S. Moldavia
S.S. Chusan February 27th S.S. Arcadia
S.S. Ballarat March 12th S.S. Australia
S.S. Coromandel March 26th S.S. Oceania
S.S. Simla April 9th S.S. Mongolia
S.S. Bengal April 23rd S.S. China
S.S. Malta May 7th S.S. Himalaya
S.S. Chusan May 21st S.S. Marmora
Good accommodation can be arranged, on
booking, in the connecting steamers at Colombo,
which now include the new steamers Moldavia,
Mongolia and Marmora.

INTERMEDIATE STEAMERS.

The revised rates of passage by these steamers
are now: To London 1st Saloon £50, 2nd Saloon
£35.
Return tickets available for 2 years can now
be issued at a fare and a half.
When these steamers call at Marseilles,
tickets can be issued to that port at £46 First
Saloon £33 Second Saloon.
E. A. HEWETT,
Superintendent.
Hongkong, 9th December, 1903. [3402]

CANTON REGATTA.

RESULTS.

The International races in the Canton
Regatta were held on Saturday afternoon in
cold weather, and strong wind. Pulling against
the tide and unsteady sea somewhat spoiled the
rowing. Results of International races, and
other races of special interest, are as follows:—

skiffs.

1 Mile—Open to Canton and Hongkong
Clubs. Club prizes.—1 p.m.

W. Kuntzel; W. O. Koehler.
Koehler, of the Hongkong Boat Club, who, it
will be remembered, was stroke for Germany in
the International Challenge race of Victoria
Regatta, and stroke of the winning crew in
the Ladies' Prize, had no difficulty in winning
from Kuntzel, the Canton representative.

INTERPORT FOVES.

1 Mile—Challenge Cup presented by Mr. T.
E. Griffith.—3 p.m.

Hongkong B.C.—C. McI. Messer (bow), C.
Beavis, A. B. Rouse, F. W. Warre (st.), H. W.
B. Kennett (cox).

V.R.C.—F. D. Bain (bow), J. Witchell, J.
Milla, A. E. Alves (st.), G. A. Caldwell (cox).

Canton German crew.
Four boats started for this race, the H.K.B.C.,
the V.R.C., the Canton German crew, and
the Canton Rowing Club.

The V.R.C. was fortunate in having the inside
berth, which, being close to the bank, sheltered
them somewhat from the strong breeze. After
some delay a fairly even start was made. The
V.R.C. took the lead, rowing with a quick
stroke; they were closely followed by the
Hongkong Boat Club; the two Canton crews
did not move so quickly. The V.R.C. was
continued to lead well till half the distance was
covered, when the Boat Club crew came up
to within half a length of them. Both crews
were rowing in excellent form, and going well
together. Shortly before the last quarter
mile mark-boat was reached, the V.R.C. stroke,
A. E. Alves, caught a bad crab, and losing
his oar was thrown out of the race; they
paddled back to the start. The Boat Club
crew having the race safely in hand
sloved down, winning with the greatest of ease;
the Canton crew stroked by Imhoof was second;
the Germans third.

INTERPORT DOUBLE SCULLS.

1 Mile.—Prize presented by Canton grass
widowers.—3 p.m.

Hongkong B.C.—W. O. Koehler, A. B. Rouse.
Canton R.C.—W. Kuntzel, W. Imhoof.

The Hongkong men did not put in an ap-
pearance for the Interport Double Sculls; the
Canton pair, Kuntzel and Imhoof, pulled over
the course.

After a fair outing—the weather was not
ideal—the Hongkong visitors returned. Ar-
rangements at Canton leave a great deal to be
desired.

CORRESPONDENCE.

CHRISTIANS AND OTHERS.

TO THE EDITOR OF THE "DAILY PRESS."

Hongkong, 17th December.

SIR,—The wordy warfare between "Griffin"
and Mr. Davies is no doubt vastly amusing to
them, but can it in the long run do any good?
Such discussions are surely out of place in the
secular Press (if I may use such an expression),
and in a colony like this, where a large per-
centage of the inhabitants are of an alien race and
 creed, it seems to me that they savour of that
universally condemned practice of "washing
dirty linen in public." Charity is a very Christian
virtue which perhaps Mr. Davies has discarded
with his Christianity, but "Griffin" should know
better and not enter into a mud-slinging com-
petition with the Huxley-cum-Davies frater-
nity. He should remember that in many cases
"the bark is worse than the bite." Christianity
has still a large majority of the thinking world
behind it, and Mr. Davies must be treated
indulgent if, like a little boy, he has to shout to
keep his courage up when he finds himself alone
in the dark.—I am, Sir,—Yours, etc.,
PAX VOBISCUM.
[This correspondence must now cease.—Ed.
D.P.]

When Your Joints Are Stiff

and muscles sore from cold or
rheumatism, when you slip and
sprain a joint, strain your side
or bruise yourself, Perry Davis'
Painkiller will take out the
soreness and fix you right in a
jiffy. Always have it with you,
and use it freely. USE

Painkiller

[1892—1]

A PROTEST FROM MACAO.

In a leading article in *O Patriota* published
in Macao, it is stated that, since the beginning
of the current year, Portugal has drawn from
the Macao Treasury the substantial sum of over
half a million dollars, besides issuing orders for
further remittances amounting in all to \$800,000.
The article continues:—"This state of things
cannot be allowed to go on without a protest.
The home Government is evidently trying to
ruin the Colony. Portugal has drawn, say
rather wrung out of the Macao Treasury,
\$533,781 since the beginning of this year!
There are besides standing orders for a monthly
remittance to the metropolis of \$7,000; to
London, of \$4,465 per month, or say approxi-
mately \$52,000; another order for a permanent
credit in favour of our Minister in Peking of
\$8,000 (not including the salaries of the staff);
another identical order is expected in favour of
the Legation in Japan, and an annual subsidy
to Timor of \$80,000 at the least; altogether, not
counting Legations' expenses and extraordinary
drawings, \$768,000! \$800,000 were thus taken
away by the home Government from the Macao
Revenue! The danger is evident. The ruin
of the Colony is certain, if this system of
administration should continue to prevail.
The day may yet come when the public officials
will not be able to draw their salaries at the
end of the month, through dearth of money in
the Treasury. The revenue of the present
year has considerably increased, owing to the
increased prices of the monopolies of opium
and the Pak-ka-pin lottery, and it is only due
to this fact that the revenue has reached the
sum of \$1,313,622; but deducting from this
sum the \$800,000 which is to be sent home,
there remains \$513,622; and deducting from
this \$450,835 for officials' salaries there remains
\$62,787. How can the Colony pay its general
expenses out of such a sum? It is simply dis-
graceful."

The article went on commenting on the
different abuses and comparing the wise
administrations of other colonies by other
nations and so forth; and in the concluding
paragraph it says:—

"We protest against the hypocritical
regimen maintained in Macao; we protest
against the official bad faith in promising public
improvements which have never been fulfilled;
we protest against the increase of the Governor's
salary with the object of inducing him to keep
his mouth shut on the situation of other servants
of State. We finally protest against the danger
of being reduced to misery by the constant
drainage on the Colonial Treasury and to the
manifest detriment of the Colony's most urgent
needs."

AUTOMATIC MAUSER PISTOLS.

CALIBRE 7.63 mm.
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GLASGOW and LIVERPOOL	"PIAGSUKY"	On 21st January.	
GLASGOW and LIVERPOOL	"MOYUNE"	On 28th January.	
GLASGOW and LIVERPOOL	"GLAUCUS"	On 3rd February.	

OUTWARDS.

FOR	STEAMERS	TO	DATE
MARSEILLES, LONDON and ANTWERP	"PROMETHEUS"	On 22nd December.	
MARSEILLES, LONDON and ANTWERP	"DARDANUS"	On 5th January.	
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MANILA	"HUNGKIANG"	On 23rd December.	
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For Freight or Passage, apply at the Company's Office, 3, Queen's Building, 100, Queen's Street.
Hongkong, 17th December, 1903.

K. NAKASHIMA, Manager.

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Hongkong, 19th December, 1903.

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ANPING, VIA SWATOW AND AMOY	"MAIDZURU MARU"	TUESDAY, 22nd December.	
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For Freight, Passage, and further information, apply at the Company's local Branch Office at No. 8, Des Voeux Road Central.
Hongkong, 21st December, 1903.

T. ARIMA, Manager.

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ALLAN CAMERON, GENERAL AGENT.

Hongkong, 14th December, 1903.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS—POSTES FRANCAISES.

NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLONBO, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX, ALSO PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 29th December, 1903, at 4 P.M., the Company's Steamship "JALZIE" Captain Agre, with Messrs. Passengers, Specie and Cargo, will leave the Port for MARSEILLES via Ports of Call, WITHOUT TRASHMENT.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon only on Monday, the 28th December. Specie and Parcels received until 4 P.M. on the same day. No cargo will be received on board on Tuesday. Parcels are not to be sent on board; they must be left at the Agency's Office. Contents and Value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, 18th December, 1903.

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FOR LONDON AND ANTWERP.

THE Steamship "GLENFARG."

Captain Holman, will be despatched as above on SATURDAY, the 1st January.

For Freight or Passage, apply to MCGREGOR BROS. & CO., Hongkong, 18th December, 1903.

HONGKONG-MACAO LINE.

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GLENDON, British ship Morrison—Standard Oil Co.

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NOTICE TO CONSIGNEES.

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "TACOMA" FROM TACOMA, VICTORIA, YOKOHAMA AND KOBE.

CARGO on the above Steamer having arrived for "Victoria," Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from along-side.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO., LD., Agents.

Hongkong, 14th December, 1903.

THE N.D.L. Steamship

"URZBURG."

Captain von Bizze, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from along-side.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon, To-day, the 18th inst.

Any Cargo impeding for discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining and loaded after the 22nd inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 22nd inst. at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERICA LINE, Hongkong Office.

Hongkong, 16th December, 1903.

OCEAN STEAMSHIP COMPANY, LIMITED.

CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"YANGTSE"

are hereby notified that the Cargo is being re-charge into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd. where in both cases it will be at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on or after the 15th inst.

Optional cargo will be landed, unless notice has been given prior to steam's arrival.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 22nd inst.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining and loaded after the 22nd inst. will be subject to rent.

All claims against the Steamer must be presented to the Undersigned on or before the 22nd inst., or they will not be recognized.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 14th December, 1903.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"COR MANDEL" FROM BOMBAY, COLOMBO AND SUEZ.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

The Vessel brings on board:—

From London, &c., ex ss. Himalaya.

From Suez, &c., ex ss. S. N. and B. P. S. N. Co.'s steamer.

Optional Goods will be landed here unless instructions are given to the contrary before 5 P.M. To-day, the 18th inst.

Goods not cleared by the 21st inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, 18th December, 1903.

NORTHERN PACIFIC STEAMSHIP CO., LTD.

NOTICE TO CONSIGNEES.

STEAMSHIP "VICTORIA" FROM TACOMA, VICTORIA, YOKOHAMA AND KOBE.

CARGO on the above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from along-side.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO., LD., Agents.

Hongkong, 14th December, 1903.

STEAMSHIP "ANNAM."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London ex ss. Bagdad, Suez and Madag. in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, To-day, the 15th inst., requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned, Goods remaining unclaimed after Tuesday, the 22nd inst., at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 22nd inst., or they will not be recognized.

All damaged packages will be examined on Tuesday, the 22nd inst., at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX, Agent.

Hongkong, 15th December, 1903.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, FUME PORT SAID, ADEN, COLOMBO, PENANG AND SINGAPORE.

THE Company's Steamship

"VINDOBONA"

having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, whence delivery may be obtained.

This Vessel brings Cargo:—

From Levant ex ss. Vespa, transhipped at Port Said.

From Venice ex ss. Venus, transhipped at Trieste.

From Zanzibar ex ss. Africa, transhipped at Aden.

Optional Cargo will be discharged here unless notice to the contrary be given immediately.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Undersigned before Noon, on the 23rd of December, or they will not be recognized.

No Fire Insurance has been effected, and a y Goods remain in the Godowns after the 23rd of December will be subject to rent.

Bills of Lading will be countersigned by SANDELL, WIELER & CO., Agents.

Hongkong, 17th December, 1903.

GRIMAULT'S SARSAPARILLA

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